

FULL NAME	DUTY TO COOPERATE	LEGALLY COMPLIANT	SOUND	WHICH PART	WHICH PARAGRAPHS	WHICH POLICY	WHICH POLICY MAP	WHICH DIAGRAM	WHICH TABLE
Mrs Laura Knapp	No	No	No	Policy		CC1 Flood Risk Management			

WHY PLAN NOT SOUND	MODIFICATIONS	HEARINGS	HEARING SESSIONS
Thrussington Village is on the river Wreake and our village floods. Adding more housing to green field space will only increase flooding in our village, and also our neighbouring villages of Ratcliffe and Rearsby. Clearly the new houses proposed will be built on higher ground and therefore will not be affected but existing properties will. Flooding not only has an impact on residents but also on our wildlife, livestock and arable farming.	The waterways locally are not maintained which may help if they are but doing this would only benefit the village currently as flooding is a regular occurrence. It would not decrease water levels enough to accommodate the additional 90 houses planned.	No	

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Mrs Laura Knapp	Company Director	Knappster Landscapes	No	No	No	Policy		CC6 Electric Vehicle Charging Points		
Mrs Laura Knapp	Company Director	Knappster Landscapes	No	No	No	Policy		DS1 Development Strategy		

WHICH TABLE	WHY PLAN NOT SOUND	MODIFICATIONS	HEARINGS	HEARING SESSIONS
	<p>Thrussington has very little traffic calming in place. We have a width restriction placed on Hoby Road in recent years but not on any other roads; Seagrave Road and Ratcliffe Road. These are very busy roads at certain times of the day. Living on Ratcliffe Road and having to cross it to get onto the path at busy times to get my children to school, I have to not only use my eyes but also listen for traffic due to the amount of parked cars / visibility / speed of vehicles. An additional 90 houses, potentially all using electric cars in the future is a huge worry for my families safety because electric cars cannot be heard due to them making about as much noise as a refrigerator.</p>	<p>Speed restrictions put in place and a full traffic survey to be conducted.</p>	<p>No</p>	
	<p>The policy speaks of supporting development that minimises the need for travel, particularly by private car and prioritise public transport, walking and cycling. How are Charnwood proposing this is possible from Thrussington? Our bus service was removed from the village a couple of years ago and the taxi service available is not something that can be relied upon to get to work, for example, as it does not run every day and only completes one journey in and out of Syston. I know this from personal experience and how hard it is to get around our county having had submitted my driving licence for over 18 months due to being epileptic. The bus service, thankfully, was still operating at this point, but the plan talks a lot about supporting Loughborough being our main town/hub for business, social and educational purposes, however trying to get to Loughborough by public transport is a very lengthy journey, and would be nigh on impossible if trying to get there for work or specific appointments.</p> <p>The roads in and out of the village are already incredibly busy at rush hour so cycling is risk and if using the bus service to and from Rearsby to access Leicester in the winter would mean waling along a raised narrow path in the dark.</p> <p>This policy also identifies the need to protect the intrinsic character of the countryside. Building 90 houses in a small village is not protecting the character it is ruining it, Thrussington is a historic village and a conservation village and needs to remain that way.</p>	<p>The bus service was not deemed financially viable by the council and so even reinstating this would not be possible. Buses would need to operate early, regularly and reliably.</p> <p>There is nothing that can I assist with when it comes to my second point about the character of the village.</p>	<p>No</p>	

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Mrs Laura Knapp	Company Director	Knappster Landscapes	No	No	No	Paragraph	Sustainability Appraisal 1.10.			

WHICH TABLE	WHY PLAN NOT SOUND	MODIFICATIONS	HEARINGS	HEARING SESSIONS
	<p>This paragraph starts 'Sustainability is a key principle which underpins the planning system'. Building in Thrussington is not sustainable. We do not have a bus service and we do not meet other requirements such as being in close proximity to a GP surgery, a convenience store or other amenities.</p> <p>90 houses could mean an additional 150 cars (at what I believe is a very conservative estimation). Old gate road is a single track road leading to the A46, however this junction is not safe for vehicles to join the southbound carriage way, and no access to the north bound carriage way. This would mean a huge increase in traffic through the village to access alternative routes, in an already congested small village with a huge on-street parking reducing visibility and traffic.</p> <p>The additional traffic from the houses planned on Hoby Road will have to drive straight past our village Primary School to access major roads such as the A607, A46, to access the likes of Loughborough, Leicester and Nottingham. The school is undersubscribed so when its at capacity, and if houses are built on Hoby Road there is an increased concern for our children's safety.</p> <p>Thrussington is incredibly popular with cyclists, the increase in traffic is also a huge concern for their safety. In addition the village does not have any bridal paths and so the 3 horse yards on Ratcliffe Road, as well as two in the village have to use the roads to exercise horses. As a rider myself, I will have to be very selective as to if and when I exercise my horse for our safety.</p> <p>I question how building in our village is 'ensuring a better quality of life for now and future generations'. The impact on 90 houses being built in the village will have a huge impact its beauty, the wildlife and our safety. It is unsustainable and unsound.</p>		No	